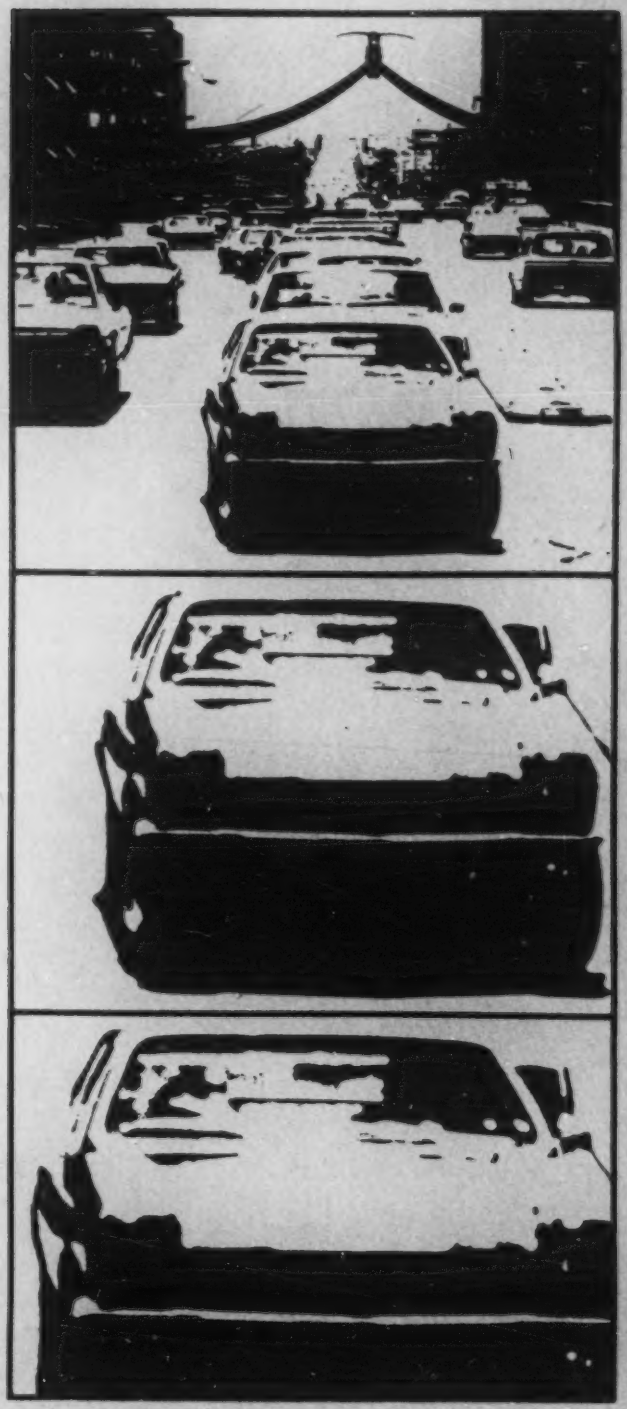
57890-2-4

UTAH
TRAFFIC ACCIDENT SUMMARY

1985



May 1, 1986

UTAH DEPARTMENT OF PUBLIC SAFETY

JOHN T. NIELSEN, *Commissioner*

PREPARED BY UTAH HIGHWAY SAFETY DIVISION

4501 South 2700 West

Salt Lake City, Utah 84119

UTAH
TRAFFIC ACCIDENT SUMMARY

1985

May 1, 1986

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INTRODUCTION

For the 1985 calendar year, there were 270 fatal crashes resulting in 303 fatalities in Utah. This is a decrease in the number of deaths over 1984, which totaled 274 fatal crashes and 315 fatalities. In 1985 over 1984, pedestrian fatals increased while motorcycle and large truck fatals decreased.

During 1985, 35% of traffic fatalities in Utah were alcohol related (110 people were killed in such crashes). There was significant legislation enacted in Utah during 1983 concerning this problem. Areas of new legislation included administrative per se, mandatory jail for multiple offenders, and new taxes to pay for the extra efforts. Increased federal funds (408) are also programmed for drinking driver programs in the State. This priority area will receive increased efforts and attention in the future.

Of the 240 drivers and passengers killed in Utah during 1985 as the result of traffic crashes, only 17 (7.1%) were using occupant restraints at the time of the crash. The use of such restraints could save many lives, and there will be major program emphasis in this area during the next few years.

PROJECTIONS

During the 1970's the factor most influencing highway safety in Utah was the energy crisis. The decreased availability and increased cost of fuel led to the nationwide 55 mile per hour speed limit in 1974. The number of fatalities have decreased significantly since that time over prior years, with 1972 still the year with the largest number of highway fatalities on record in Utah totaling 382.

The population of Utah is forecast to increase to almost 2.0 million by 1990. There are 1.1 million licensed drivers in Utah at the present time, and this number will be over 1.2 million by 1986. The number of registered vehicles and miles traveled are increasing with this overall growth in the State.

In addition to effecting population growth, the energy crisis of the 1970's had other lasting impacts related to future highway safety concerns in Utah. Vehicle use and design has been altered to accommodate the approximate 400% increase in fuel costs since 1974. In efforts to decrease fuel consumption, the driving public and automobile manufacturers have turned to smaller and lighter automobiles. It has been demonstrated that the likelihood of severe or fatal injury as the result of a traffic crash is about twice as great for occupants of a small vehicle as for occupants of a large vehicle. Other types of travel which results in high injury severity crashes, including pedestrian, bicycle and motorcycle, are also expected to increase during the 1980's.

Highway Safety efforts in the 1980's will be concentrated in two general areas - The reduction in the incidence of traffic crashes and the reduction in injury severity sustained by those involved in traffic crashes. To reduce crash incidence, increased resources will be allocated to effect drivers known to be over-involved in traffic crashes. Such groups of drivers are the drinking driver, young driver, and the driver with large numbers of violations on record. The identification, licensing and control on these drivers will receive increased attention. To reduce crash severity, resources will be allocated to increase the availability and use of safety equipment, such as safety belts and harnesses, and child restraints.

DATA SOURCE

The data used in this analysis was taken from fatal crash records collected by the Utah Highway Safety Office. These records include the State Accident Report and a Supplemental Fatal Accident Report. Information is also collected from newspapers, death certificates and obituaries. The statistical package, Minitab (Wang) is used to extract the information comprising this analysis. Data from Utah fatal accidents are entered on the National Fatal Accident Reporting System maintained in Washington, D.C., through an IBM on-line terminal.

UTAH ACCIDENTS

1948 - 1985

Year	Total Accidents	Fatal-ities	Injur-ies	Number of Accidents Fatal	Number of Accidents Injury	Mil. Veh. Miles	Death Rate Per 100 Mil. Veh. Miles	Fatal Acc. Rate Per 100 Mil. Veh. Miles	Injury Rate Per 100 Mil. Veh. Miles	Total Acc. Rate Per 100 Mil. Veh. Miles
1948	9,961	220	3,982	169	2,675	2,351	9.36	7.19	169	4.24
1949	11,092	174	3,808	151	2,614	2,475	7.03	6.10	154	4.48
1950	12,705	188	4,459	169	3,004	2,839	6.62	5.95	157	4.48
1951	16,475	207	5,132	174	3,495	3,015	6.87	5.77	170	5.46
1952	17,710	246	5,140	184	3,474	3,050	8.07	6.03	169	5.81
1953	16,373	209	4,945	185	3,305	3,232	6.47	5.72	153	5.07
1954	15,103	209	4,495	176	3,016	3,336	6.27	5.28	135	4.53
1955	18,060	203	5,036	166	3,390	3,075	6.60	5.40	164	5.87
1956	17,531	215	4,812	176	3,310	3,310	6.50	5.32	145	5.30
1957	19,054	222	5,022	181	3,397	3,366	6.60	5.38	149	5.66
1958	22,220	193	5,658	171	3,762	3,531	5.47	4.84	160	6.29
1959	23,506	205	5,992	171	3,946	3,784	5.42	4.52	158	6.21
1960	26,478	256	9,128	200	5,576	3,852	6.65	5.20	237	6.87
1961	25,732	236	10,412	197	6,257	3,997	5.90	4.93	261	6.44
1962	26,613	233	11,133	186	6,968	4,240	5.50	4.34	263	6.28
1963	27,340	263	12,603	198	7,798	4,549	5.78	4.35	277	6.01
1964	29,452	295	14,096	246	8,636	4,790	6.17	5.14	294	6.15
1965	29,525	281	14,361	242	8,856	4,997	5.62	4.84	287	6.91
1966	29,957	331	14,994	265	9,076	5,079	6.52	5.22	295	5.90
1967	30,992	275	14,401	231	8,888	5,257	5.24	4.39	274	5.90
1968	34,532	289	15,539	258	9,550	5,539	5.22	4.66	281	6.23
1969	34,766	308	15,977	251	9,850	5,802	5.31	4.33	275	5.99
1970	35,166	335	17,076	276	10,722	6,108	5.49	4.52	280	5.76
1971	39,108	337	18,073	280	11,399	6,544	5.15	4.28	276	5.98
1972	39,856	382	18,261	312	11,630	6,969	5.48	4.48	262	5.72
1973	38,234	361	18,415	304	11,710	7,274	4.96	4.18	253	5.26
1974	31,401	228	16,268	204	10,560	7,457	3.06	2.74	218	4.21
1975	36,426	274	17,762	245	11,441	7,942	3.45	3.09	224	4.58
1976	34,345	254	18,315	225	11,685	8,420	3.02	2.67	218	4.08
1977	38,524	360	19,728	310	12,652	9,054	3.98	3.42	218	4.26
1978	42,684	376	21,029	315	13,423	9,826	3.83	3.21	214	4.34
1979	40,468	328	20,798	287	13,449	9,811	3.34	2.93	212	4.12
1980	33,582	335	17,828	292	11,701	10,645	3.15	2.74	167	3.15
1981	35,989	364	18,090	321	11,824	10,733	3.39	2.99	169	3.35
1982	38,192	296	17,538	263	11,504	10,947	2.70	2.40	160	3.48
1983	40,989	283	18,910	253	12,317	11,228	2.52	2.25	168	3.65
1984	47,489	315	20,487	274	13,477	11,642	2.71	2.35	176	4.08
1985	47,690*	303	18,570*	270	12,164*	11,933*	2.54*	2.26*	156*	3.99*

*Estimated

CUMULATIVE NUMBER OF FATAL ACCIDENTS
Number Killed

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	DEATHS PER 100 MILLION VEHICLE MILES TRAVELED
1976	20/22	45/55	58/69	69/80	88/103	102/119	134/155	153/176	173/198	195/221	210/238	225/254	3.02
1977	19/21	37/41	60/65	78/86	104/115	135/148	172/195	204/242	229/272	260/309	283/333	310/360	3.97
1978	12/14	30/33	51/54	75/82	97/105	131/146	176/204	209/252	243/295	272/327	298/358	315/376	3.83
1979	25/26	38/40	61/65	88/95	111/121	137/148	168/181	196/213	227/256	243/275	266/305	287/328	3.34
1980	18/20	31/34	53/59	79/90	103/117	132/147	159/182	185/211	214/242	242/275	267/309	292/335	3.15
1981	23/25	42/46	64/69	88/99	109/125	140/161	182/206	218/245	241/269	269/303	295/331	321/364	3.39
1982	13/15	29/33	55/61	72/80	96/108	119/134	152/173	186/211	216/246	231/261	248/278	263/296	2.70
1983	22/23	38/39	58/63	73/82	91/101	118/131	146/161	174/193	200/220	221/243	242/267	253/283	2.52
1984	11/11	21/22	36/39	63/69	89/100	119/134	145/167	183/209	215/244	237/269	255/292	274/315	2.71
1985	19/19	36/39	52/57	78/88	114/125	136/150	155/170	186/209	204/228	219/245	251/280	270/303	2.54*

Cumulative difference in deaths between current year and previous year:

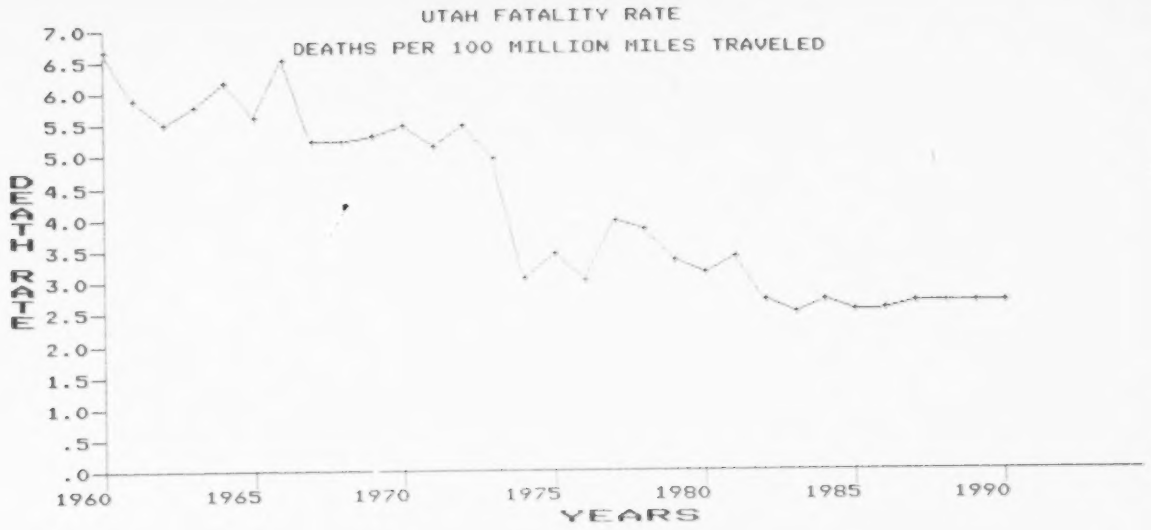
+8 +18 +19 +19 +24 +15 +1 0 -15 -24 -12 -12

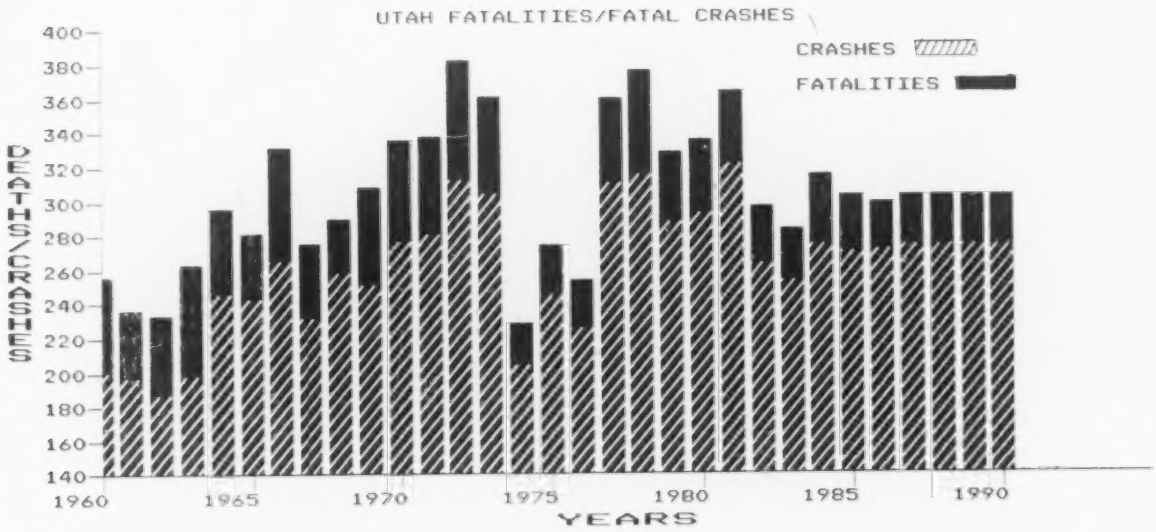
Compiled by the Utah Highway Safety Program Office
Utah Department of Public Safety
4501 South 2700 West, Second Floor South
Salt Lake City, Utah 84119

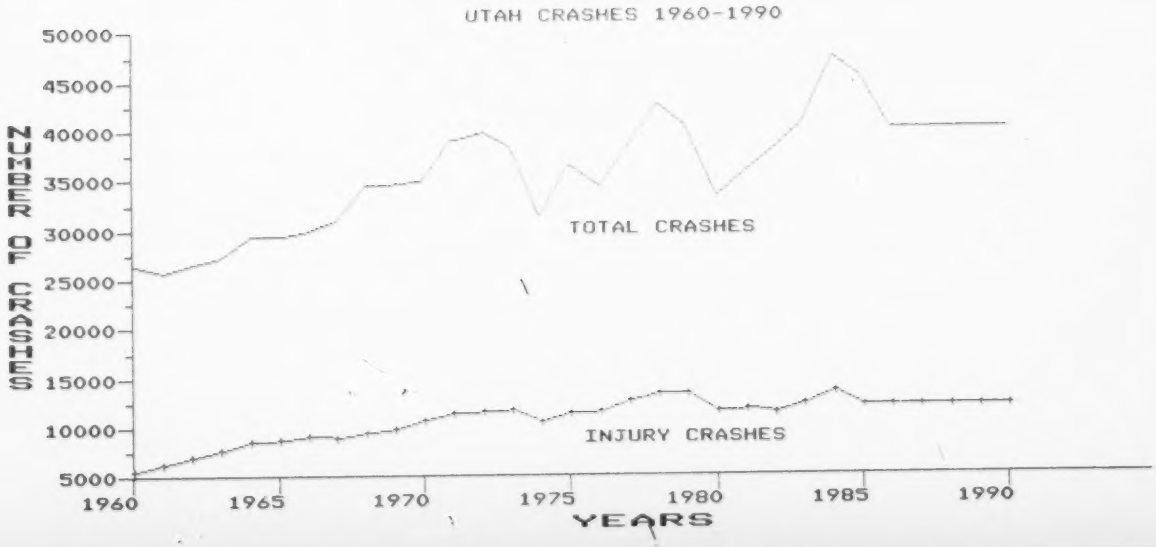
Phone: 965-4401

*Estimated

Revised: March 11, 1986


UTAH FATALITY RATE
DEATHS PER 100 MILLION MILES TRAVELED
DEATH RATE
7.0
6.5
6.0
5.5
5.0
4.5
4.0
3.5
3.0
2.5
2.0
1.5
1.0
.5
.0
1960
1965
1970
1975
1980
1985
1990
YEARS


UTAH FATALITIES/FATAL CRASHES
CRASHES
FATALITIES
DEATHS\CRASHES
400
380
360
340
320
300
280
260
240
220
200
180
160
140
1960
1965
1970
1975
1980
1985
1990
YEARS


UTAH CRASHES 1960-1990
NUMBER OF CRASHES
50000
45000
40000
35000
30000
25000
20000
15000
10000
5000
TOTAL CRASHES
INJURY CRASHES
1960
1965
1970
1975
1980
1985
1990
YEARS

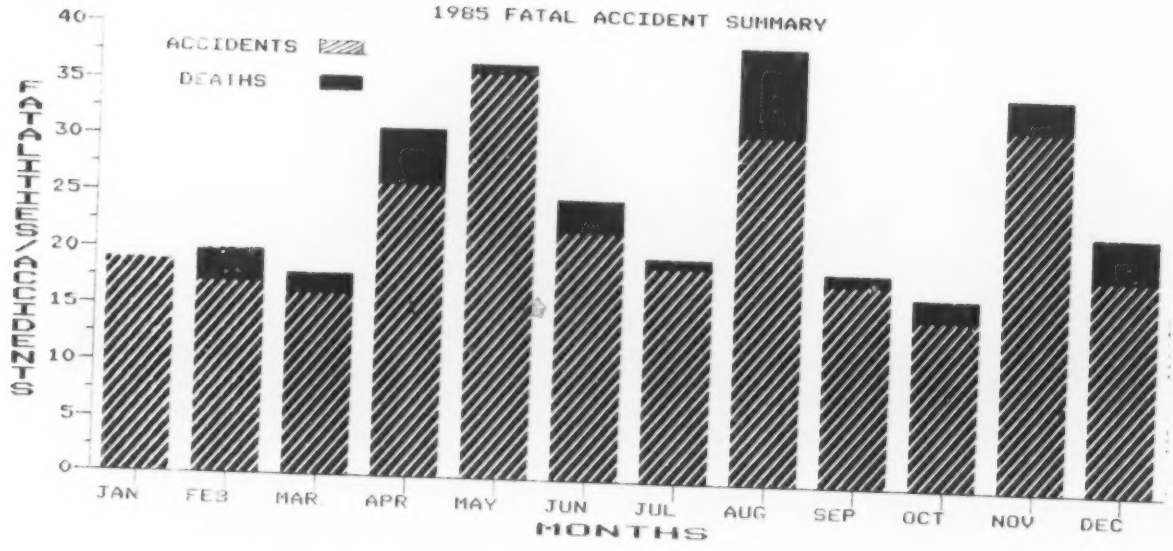
FATAL CRASHES BY COUNTY

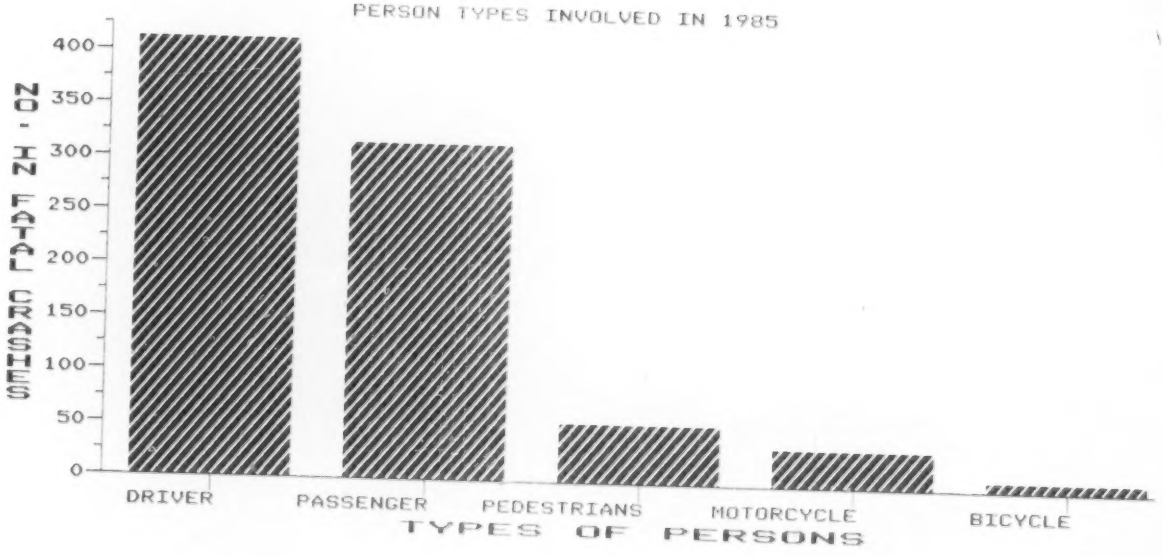
	1983		1984		1985	
	TOTAL	%	TOTAL	%	TOTAL	%
BEAVER	2	0.8	2	0.7	0	0.0
BOX ELDER	6	2.3	16	5.8	8	3.0
CACHE	6	2.3	4	1.5	9	3.3
CARBON	6	2.3	4	1.5	10	3.7
DAGGETT	1	0.4	2	0.7	1	0.4
DAVIS	17	6.7	18	6.6	13	4.8
DUCHESNE	6	2.3	4	1.5	5	1.9
EMERY	4	1.6	7	2.6	4	1.5
GARFIELD	3	1.2	1	0.4	1	0.4
GRAND	6	2.3	9	3.3	7	2.6
IRON	3	1.2	9	3.3	6	2.2
JUAB	9	3.6	6	2.2	2	0.7
KANE	2	0.8	5	1.8	3	1.1
MILLARD	7	2.8	5	1.8	8	3.0
MORGAN	0	0.0	2	0.7	1	0.4
PIUTE	0	0.0	2	0.7	0	0.0
RICH	1	0.4	0	0.0	2	0.7
SALT LAKE	73	28.9	85	31.0	82	30.4
SAN JUAN	9	3.6	3	1.1	10	3.7
SANPETE	5	2.0	5	1.8	4	1.5
SEVIER	5	2.0	5	1.8	8	3.0
SUMMIT	5	2.0	8	2.9	9	3.3
TOOELE	8	3.2	9	3.3	9	3.3
UINTAH	11	4.3	5	1.8	7	2.6
UTAH	24	9.5	25	9.2	28	10.3
WASATCH	5	2.0	5	1.8	5	1.9
WASHINGTON	4	1.6	8	2.9	6	2.2
WAYNE	1	0.4	0	0.0	2	0.7
WEBER	24	9.5	20	7.3	20	7.4
TOTAL	253		274		270	

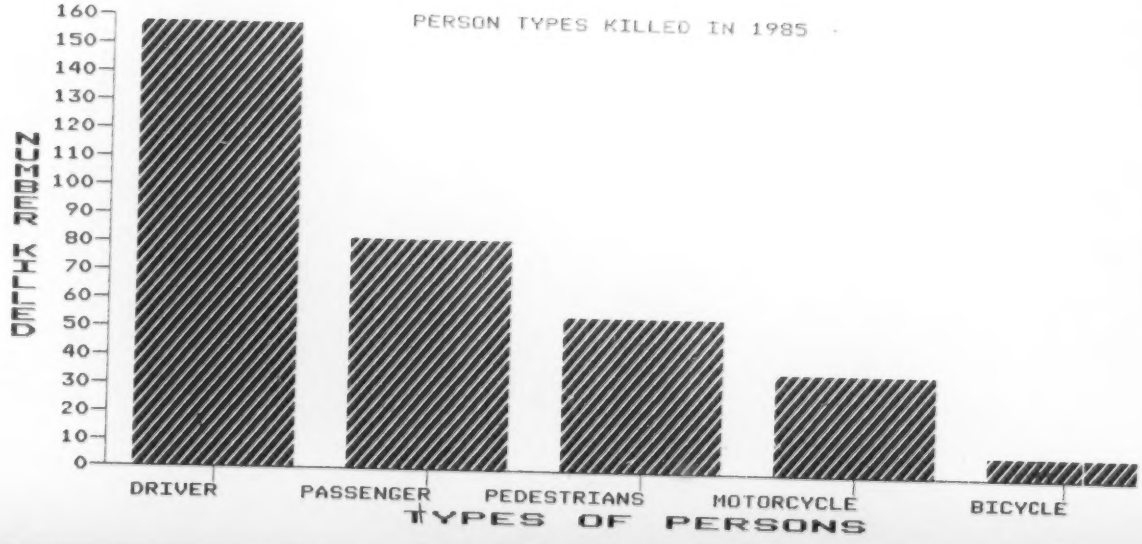
IN 1985 55.6% OF ALL FATAL CRASHES OCCURRED IN FIVE COUNTIES

1985 FATAL CRASHES BY CITY

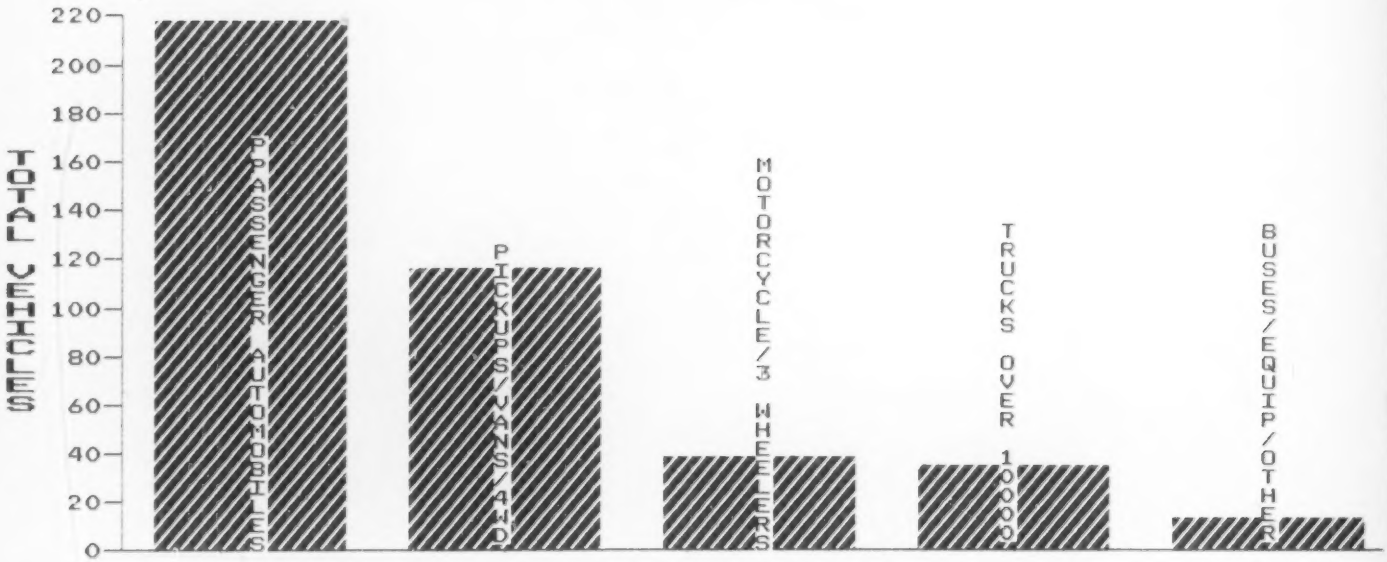
CITY	TOTAL	%	CITY	TOTAL	%
BRIGHAM CITY	1	0.4	NO SALT LAKE	1	0.4
CEDAR CITY	1	0.4	OGDEN	8	3.0
CLEARFIELD	1	0.4	OREM	6	2.2
DELTA	3	1.1	PARK CITY	1	0.4
DRAPER	3	1.1	PLAIN CITY	1	0.4
EPHRIAM	1	0.4	PLEASANT GROVE	1	0.4
FILLMORE	1	0.4	PLEASANT VIEW	2	0.7
FT DUCHESNE	2	0.7	PRICE	2	0.7
FRANCIS	1	0.4	PROVO	5	1.9
GUNNISON	1	0.4	RICHFIELD	1	0.4
GUSHER	1	0.4	RIVERDALE	1	0.4
HARRISVILLE	1	0.4	RIVERTON	1	0.4
HOOPER	1	0.4	ROY	1	0.4
HYRUM	1	0.4	SALT LAKE CITY	35	13.0
KANAB	1	0.4	SANDY	1	0.4
KAYSVILLE	3	1.1	SOLDIER SUMMIT	1	0.4
LAYTON	5	1.9	SO. OGDEN	1	0.4
LEWISTON	1	0.4	SO. SALT LAKE	4	1.5
LINDON	1	0.4	SO. WEBER	1	0.4
LOGAN	1	0.4	SPRINGVILLE	1	0.4
MAGNA	2	0.7	ST. GEORGE	1	0.4
MANILA	1	0.4	TOOELE	1	0.4
MEXICAN HAT	1	0.4	UINTAH	1	0.4
MURRAY	9	3.3	WASHINGTON	2	0.7
NO. LOGAN	2	0.7	WELLINGTON	1	0.4
			WEST VALLEY	12	4.4
			WOODS CROSS	1	0.4


1985 FATAL ACCIDENT SUMMARY
ACCIDENTS
DEATHS
DEATHS\ACCIDENTS
0
5
10
15
20
25
30
35
40
JAN
FEB
MAR
APR
MAY
JUN
JUL
AUG
SEP
OCT
NOV
DEC
MONTHS


PERSON TYPES INVOLVED IN 1985
NO. INVOLVED IN ACCIDENTS
0
50
100
150
200
250
300
350
400
DRIVER
PASSENGER
PEDESTRIANS
MOTORCYCLE
BICYCLE
TYPES OF PERSONS


PERSON TYPES KILLED IN 1985
NUMBER KILLED
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
150
160
DRIVER
PASSENGER
PEDESTRIANS
MOTORCYCLE
BICYCLE
TYPES OF PERSONS

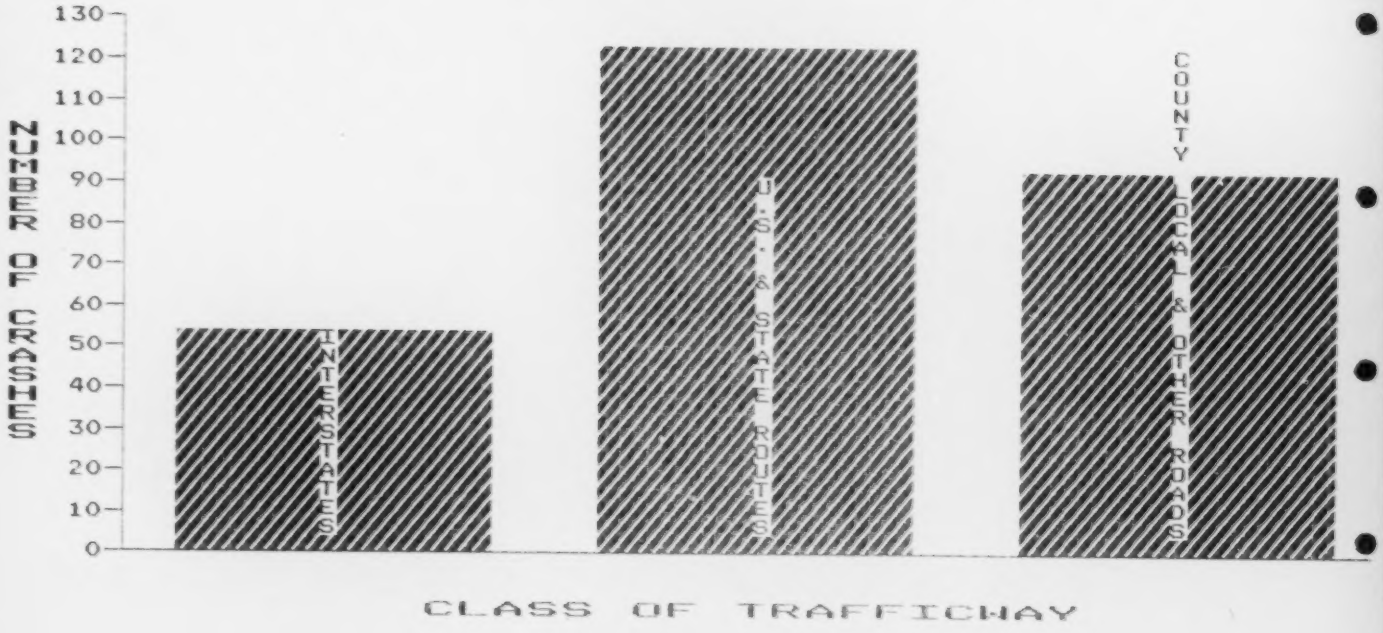
VEHICLE TYPES INVOLVED IN 1985 FATAL CRASHES



YEAR	AUTO TOTAL	%	PICKUPS VANS AND 4-WHEELERS TOTAL	%	MOTOR-CYCLES TOTAL	%	TRUCKS OVER 10,000 GVW TOTAL	%	BUSES, EQUIPMENT AND OTHER VEHICLES TOTAL	%	TOTAL VEHICLES
1983	178	48.6	102	27.9	27	7.4	41	11.2	18	4.9	366
1984	180	44.5	117	29.0	39	9.7	57	14.1	11	2.7	404
1985	218	51.9	116	27.6	38	9.1	35	8.3	13	3.1	420

IN 1985, THE NUMBER OF TRUCKS OVER 10,000 LBS. GROSS VEHICLE WEIGHT INVOLVED IN FATAL CRASHES DECREASED COMPARED TO 1984. THE PROPORTION OF PICKUPS, VANS AND FOUR WHEELERS ALSO DECREASED IN 1985

1985 FATAL CRASHES BY CLASS OF TRAFFICWAY



	INTERSTATE TOTAL	%	OTHER U.S.& STATE ROUTES TOTAL	%	COUNTY, LOCAL & OTHER TOTAL	%	TOTAL FATAL CRASHES
1983	49	19.4	100	39.5	104	41.1	253
1984	60	22.0	112	41.0	101	37.0	274
1985	54	20.0	123	45.6	93	34.4	270

IN 1985 20% OF ALL FATAL CRASHES OCCURRED ON THE INTERSTATE SYSTEM, 45% ON OTHER U.S. AND STATE ROUTES, AND 34% OCCURRED ON THE LOCAL AND COUNTY TRAFFICWAYS.

1985 FATAL CRASHES BY TIME AND DAY
(4 HOUR TIME PERIODS)

FATAL CRASHES BY DAY

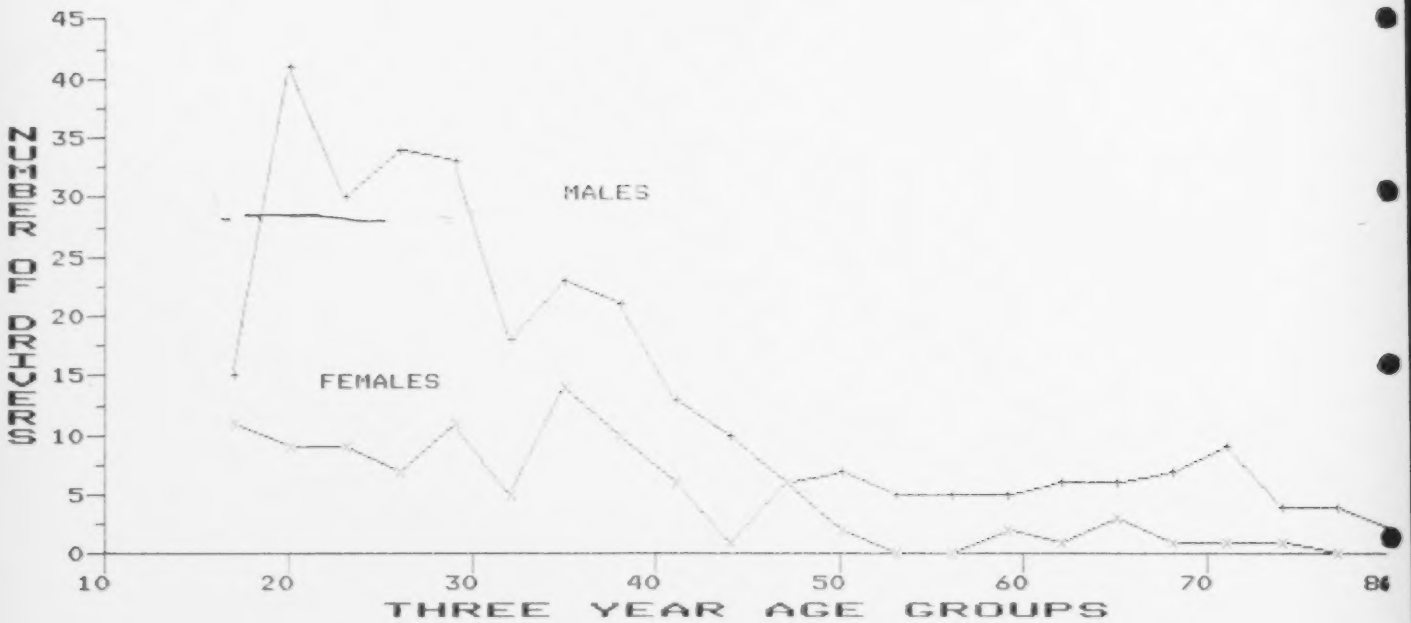
	1983 TOTAL	%	1984 TOTAL	%	1985 TOTAL	%
MONDAY	35	13.8	34	12.4	47	17.4
TUESDAY	25	9.9	35	12.8	36	13.3
WEDNESDAY	34	13.5	37	13.5	39	14.5
THURSDAY	48	19.0	29	10.6	27	10.0
FRIDAY	39	15.4	44	16.1	40	14.8
SATURDAY	40	15.8	53	19.3	50	18.5
SUNDAY	32	12.6	42	15.3	31	11.5

FATAL CRASHES BY TIME OF DAY

	1983 TOTAL	%	1984 TOTAL	%	1985 TOTAL	%
MIDNIGHT-3:59AM	40	15.8	46	16.8	33	12.2
4:00AM - 7:59AM	30	11.9	22	8.1	31	11.5
8:00AM - 11:59AM	38	15.1	29	10.6	35	13.0
NOON - 3:59AM	35	13.8	55	20.1	47	17.4
4:00PM - 7:59PM	53	20.9	59	21.5	69	25.5
8:00PM-MIDNIGHT	57	22.5	61	22.2	55	20.4
UNKNOWN			2	0.7		

DURING 1985, SATURDAY WAS THE MOST HEAVILY REPRESENTED DAY OF THE WEEK WITH 18% OF ALL FATAL CRASHES. THE HIGHEST TIME PERIOD FOR FATAL CRASHES IN 1985, WAS 4:00 PM TO 8.00 PM WITH 25.5% OF ALL FATAL CRASHES OCCURRING DURING THAT TIME PERIOD.

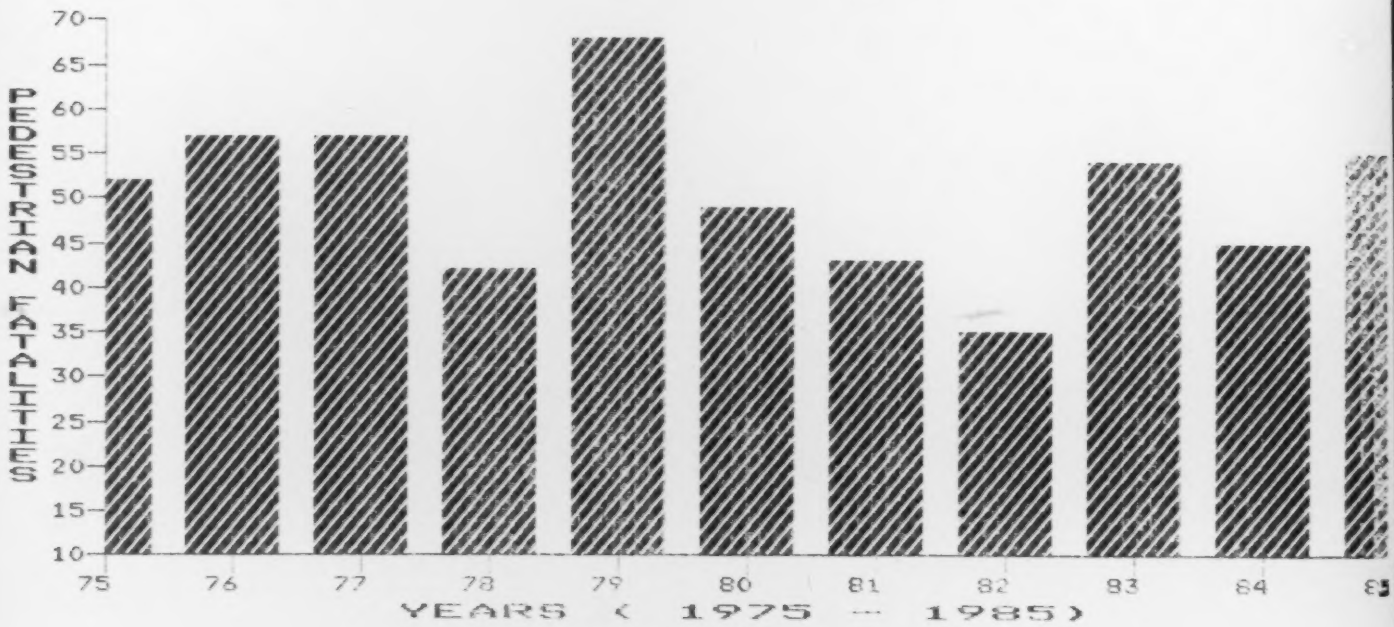
DRIVER AGE AND SEX



	MALE		FEMALE	
UNDER 15	2	.5%	0	0.0%
15 - 17	15	3.6%	11	2.7%
18 - 20	41	9.9%	9	2.2%
21 - 23	30	7.3%	9	2.2%
24 - 26	34	8.3%	7	1.7%
27 - 29	33	8.0%	11	2.7%
30 - 32	18	4.4%	5	1.2%
33 - 35	23	5.6%	14	3.4%
36 - 38	21	5.1%	10	2.4%
39 - 41	13	3.2%	6	1.5%
42 - 44	10	2.4%	1	0.2%
45 - 47	6	1.5%	6	1.5%
48 - 65	34	8.2%	8	1.9%
OVER 65	26	6.3%	3	0.7%
UNKNOWN	3	0.7%	0	0.0%
UNKNOWN AGE AND SEX	3	0.7%		
TOTAL	309	75.0%	100	24.3%

IN 1985 FATAL CRASHES, 32% OF THE DRIVERS WERE UNDER 25 YEARS OF AGE. SINCE THIS AGE GROUP OF DRIVERS MAKES UP 29% OF THE LICENSED DRIVERS IN UTAH, THEY ARE OVERREPRESENTED IN FATAL CRASHES. ADDITIONALLY, 24.3% OF THE DRIVERS INVOLVED IN 1985 FATAL CRASHES WERE UNDER AGE 25 AND MALE. SINCE THIS GROUP OF DRIVERS COMPRISE 15% OF ALL LICENSED DRIVERS IN UTAH, THEY ARE OVER-INVOLVED IN FATAL CRASHES.

PEDESTRIAN FATALITIES



1985 PEDESTRIAN ACCIDENT SUMMARY

	TOTAL	PERCENT
IN SALT LAKE COUNTY	24	45.3
IN WEBER, DAVIS AND UTAH COUNTIES	15	28.3
BETWEEN 5:00PM - 6:59PM	15	28.3
IN URBAN AREAS	35	66.0
ON ROADWAY	48	90.6
NOT PHYSICALLY DIVIDED ROAD	31	58.5
ON ROADWAY WITH POSTED SPEED 40MPH OR LESS	34	64.2
NO TRAFFIC CONTROLS	50	94.3
DARK	24	45.3
CLEAR WEATHER	45	84.9
HIT AND RUN	5	9.4
IN SHOPPING AREAS	14	26.4
IN RESIDENTIAL AREAS	23	43.4
ON SATURDAYS	3	5.7
INVESTIGATED BY LOCAL POLICE	30	56.6
TOTAL ACCIDENTS	53	

1985 PEDESTRIAN/BICYCLISTS FATAL ACCIDENTS

DRIVER SUMMARY

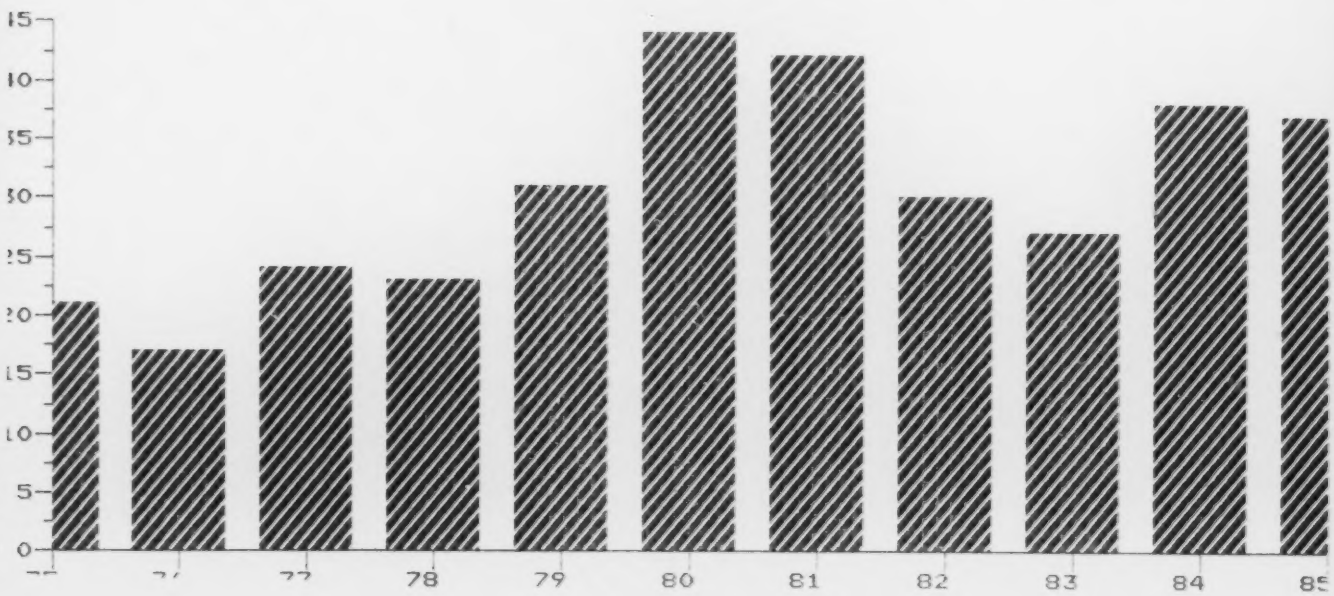
	TOTAL	PERCENT
UTAH DRIVERS	58	87.9
TRAVELING 40 MPH OR LESS	24	36.4
TRAVELING STRAIGHT	59	89.4
DROVE RECKLESSLY	4	6.1
FAILED TO YIELD	4	6.1
WERE SPEEDING	5	7.6
WERE DRINKING	8	12.1
DID NOT CONTRIBUTE	45	68.2
TOTAL DRIVERS	66	

PEDESTRIANS KILLED

	TOTAL	PERCENT
UNDER 4 YEARS OF AGE	8	14.5
AGE 5 - 12	13	23.6
AGE 13 - 15	2	3.6
AGE 16 - 18	0	0.0
AGE 19 - 25	8	14.5
AGE 26 - 60	15	27.3
AGE 60 AND ABOVE	9	16.4
MALE	34	61.8
IN A CROSSWALK	2	3.6
NOT IN A CROSSWALK NOR AT INTERSECTION	37	67.3
HAD BEEN DRINKING	15	27.3
RAN INTO ROADWAY	8	14.5
CROSSING IMPROPERLY	14	25.5

THERE WERE 55 PEDESTRIANS KILLED IN 1985 AS COMPARED TO 45 IN 1984. THE PEDESTRIAN MOST OFTEN CONTRIBUTED TO THE ACCIDENT BY CROSSING IMPROPERLY WHEN VISIBILITY IS LOW DUE TO DARKNESS. 27.3% OF THE PEDESTRIANS KILLED HAD BEEN DRINKING. THERE WERE 8 BICYCLISTS KILLED IN 1985 AS COMPARED TO 7 IN 1984.

MOTORCYCLE FATAL ACCIDENTS



1985 ACCIDENT SUMMARY

	TOTAL	PERCENT
IN SALT LAKE COUNTY	13	35.1
IN WEBER, DAVIS AND UTAH COUNTIES	8	21.6
BETWEEN 5:00PM AND MIDNIGHT	15	40.5
IN URBAN AREAS	21	56.8
COLLISION WITH ANOTHER VEHICLE	18	48.6
CLEAR WEATHER	35	97.2
TOTAL ACCIDENTS	37	

1985 MOTORCYCLE ACCIDENTS

DRIVER SUMMARY

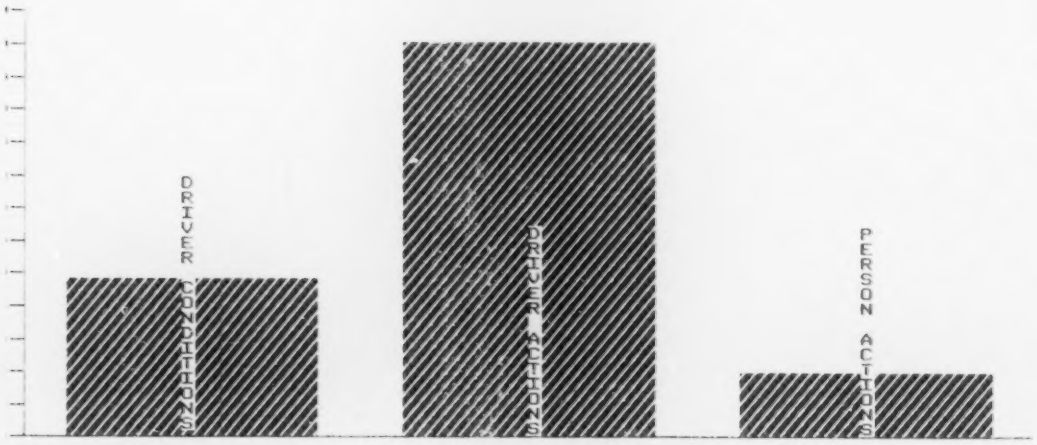
	TOTAL	PERCENT
UNDER 25 YEARS OF AGE	22	57.9
MALE	36	94.7
NO MOTORCYCLE HELMET	34	89.5
HAD BEEN DRINKING	15	39.5
BAC GREATER THAN .08%	11	28.9
SPEEDING	13	34.2
RECKLESS/CARELESS	8	21.1
TOTAL DRIVERS	38	

MOTORCYCLISTS KILLED

	TOTAL	PERCENT
DRIVERS KILLED	34	89.4
UNDER 25 YEARS OF AGE	18	52.9
MALE	32	94.1
NO MOTORCYCLE HELMET	29	85.3
BAC OVER .08%	13	38.2
PASSENGERS KILLED	3	100.0
NO MOTORCYCLE HELMET	3	100.0

89.4% OF THE MOTORCYCLE DRIVERS INVOLVED IN 1985 FATAL MOTORCYCLE ACCIDENTS WERE KILLED AND ALL OF THE PASSENGERS INVOLVED WERE KILLED. THERE WERE 37 MOTORCYCLISTS KILLED OF WHICH 5 WERE WEARING HELMETS.

CONTRIBUTING FACTORS IN 1985 FATAL CRASHES



DRIVER CONDITIONS

	TOTAL	PERCENT
DROWSY/ASLEEP	25	6.0
DRINKING	88	21.0
OTHER	3	0.1
SUBTOTAL	116	27.6

DRIVER ACTIONS

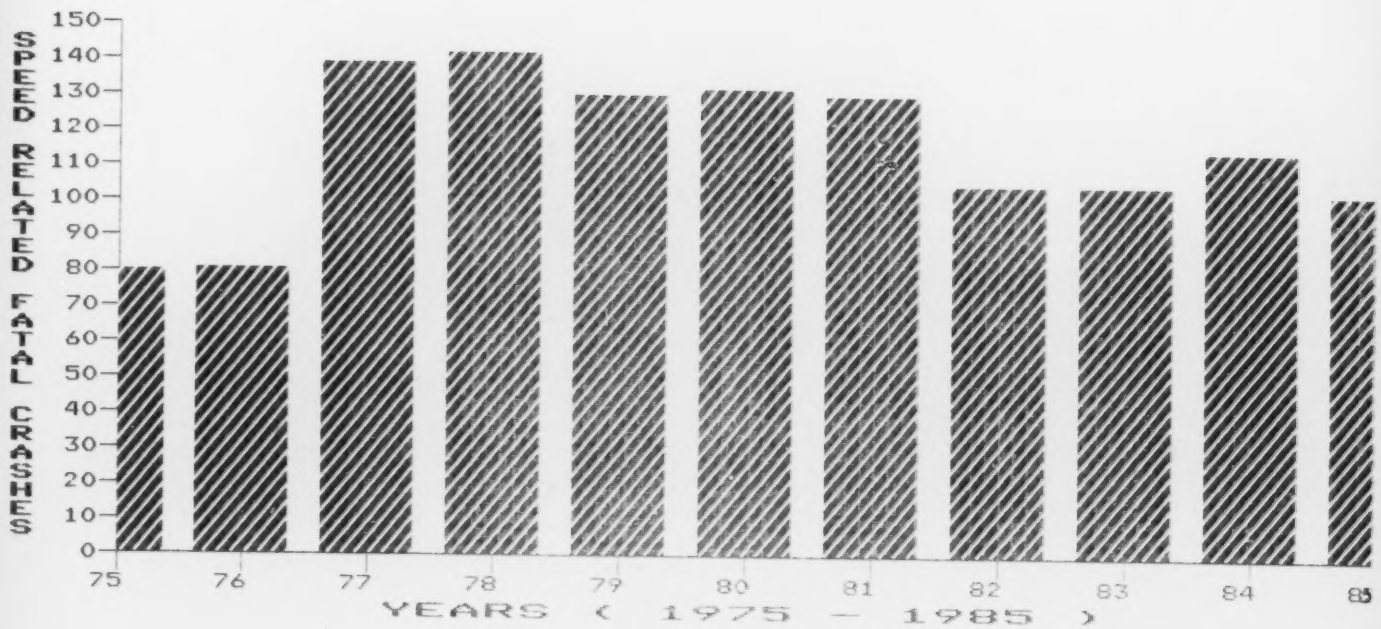
	TOTAL	PERCENT
SPEEDING	104	24.8
FAILURE TO YIELD	18	4.3
FAILURE TO OBEY TRAFFIC CONTROLS	11	2.6
WRONG SIDE OF ROAD	15	3.6
IMPROPER PASSING	10	2.4
RECKLESS DRIVING	35	8.3
RAN OFF ROAD	23	5.5
IMPROPER TURN	15	3.6
OTHER	30	7.1
SUBTOTAL	261	62.1

PERSON ACTIONS

	TOTAL	PERCENT
DRINKING	15	4.0
IMPROPER CROSSING	17	4.5
WALKING IN ROADWAY	16	4.0
OTHER	11	2.9
SUBTOTAL	59	15.6

IN 1985 SPEEDING WAS THE LEADING CONTRIBUTING CIRCUMSTANCE OF FATAL CRASHES. DRINKING IS NOTED AS A CONTRIBUTING FACTOR FOR 21% OF THE DRIVERS. SOME ACCIDENTS HAD MORE THAN ONE CONTRIBUTING FACTOR.

1985 DRIVER CONTRIBUTING FACTORS
SPEEDING



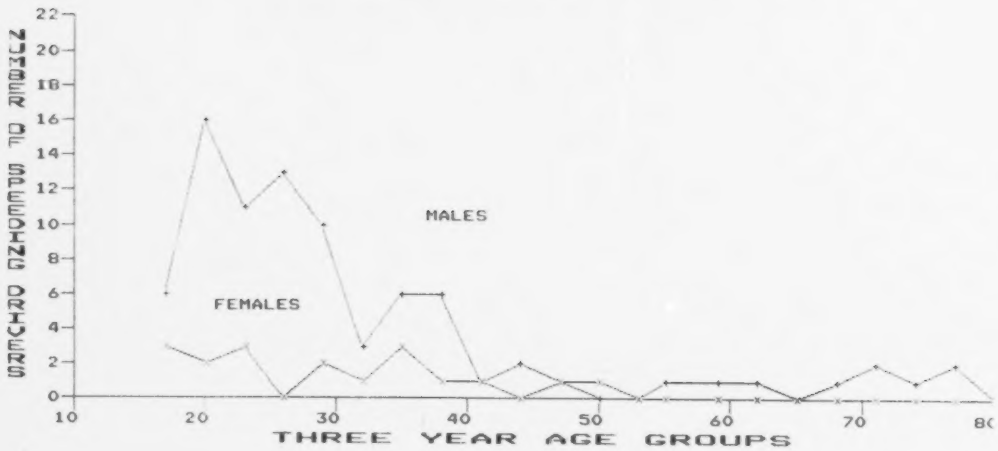
SPEEDING ACCIDENT SUMMARY 1985

	TOTAL	PERCENT
IN RURAL AREAS	66	64.1
COLLISION WITH ANOTHER VEHICLE	29	28.2
OVERTURN	40	38.8
ON DRY ROADS	82	79.6
CLEAR WEATHER	87	84.5
TOTAL ACCIDENTS	103	

DRIVERS KILLED IN SPEED RELATED ACCIDENTS 1985

	TOTAL	PERCENT
DRIVERS KILLED	65	62.5
MALE	56	86.2
UNDER 25 YEARS OF AGE	30	46.2
NO RESTRAINT USE	64	98.5

SPEEDING DRIVERS AGE AND SEX 1985



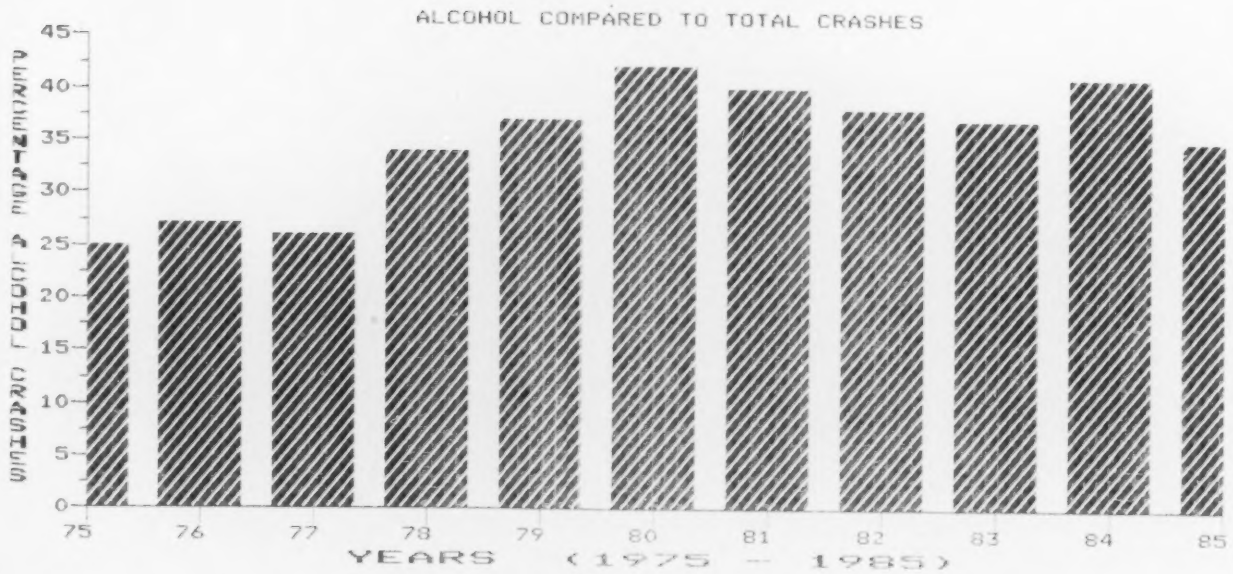
	MALE		FEMALE	
	TOTAL	%	TOTAL	%
UNDER 15	1	1.0	0	0.0
15 - 17	6	5.8	3	2.9
18 - 20	16	15.3	2	2.9
21 - 23	11	10.5	3	2.9
24 - 26	13	12.5	0	0.0
27 - 29	10	9.6	2	1.9
30 - 32	3	2.9	1	1.0
33 - 35	6	5.8	3	2.9
36 - 38	6	5.8	1	1.0
39 - 41	1	1.0	1	1.0
42 - 44	2	1.9	0	0.0
45 - 47	1	1.0	2	1.9
48 - 65	3	2.9	1	1.0
OVER 65	4	3.8	0	0.0
UNKNOWN	2	1.9	0	0.0
TOTAL	85	81.7	19	18.3

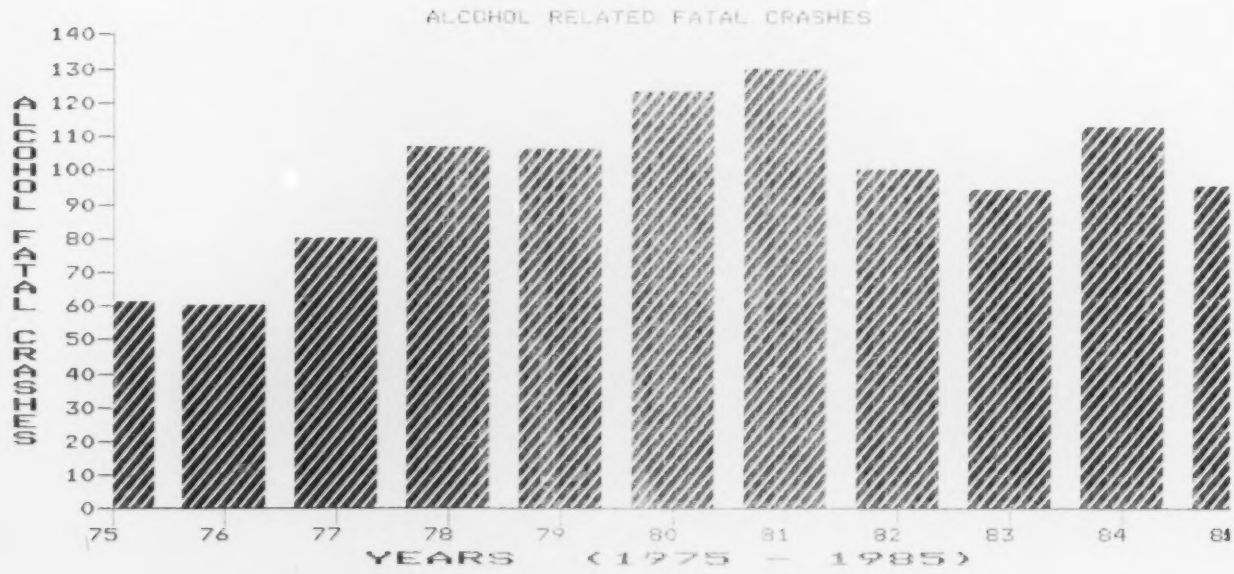
SPEEDING DRIVER SUMMARY

	TOTAL	PERCENT
NO RESTRAINTS USED	99	95.2
UTAH DRIVERS	89	85.6
SPEEDS OVER 55	47	45.2
PREVIOUS ACCIDENTS	6	5.8
PREVIOUS SUSPENSIONS	21	20.2
PREVIOUS DUI'S	12	11.5
PREVIOUS SPEED	41	39.4
PREVIOUS OTHER HARMFUL	36	34.6
TOTAL DRIVERS	104	

IN 1985 FATAL CRASHES, 14.4% OF THE SPEEDING DRIVERS WERE FROM OUT OF STATE. 40.4% OF THE DRIVERS WHO CONTRIBUTED BY SPEEDING WERE UNDER 24 YEARS OF AGE AND 81.7% WERE MALE. 38..8 OF THE FATAL CRASHES INVOLVING EXCESSIVE SPEED RESULTED IN OVERTURNS.

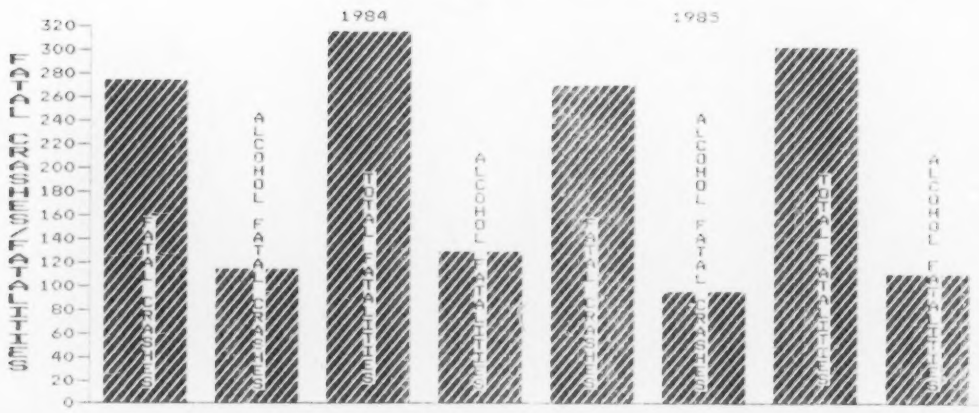
1985 ALCOHOL RELATED FATAL CRASHES AND FATALITIES





THE HIGHEST YEAR FOR ALCOHOL RELATED FATALITIES SINCE 1973 WAS 1981
THE YEAR WITH THE GREATEST PERCENTAGE OF ALCOHOL RELATED FATAL CRASHES SINCE 1973 WAS 1980

ALCOHOL RELATED ACCIDENTS



1984-85 COMPARISON

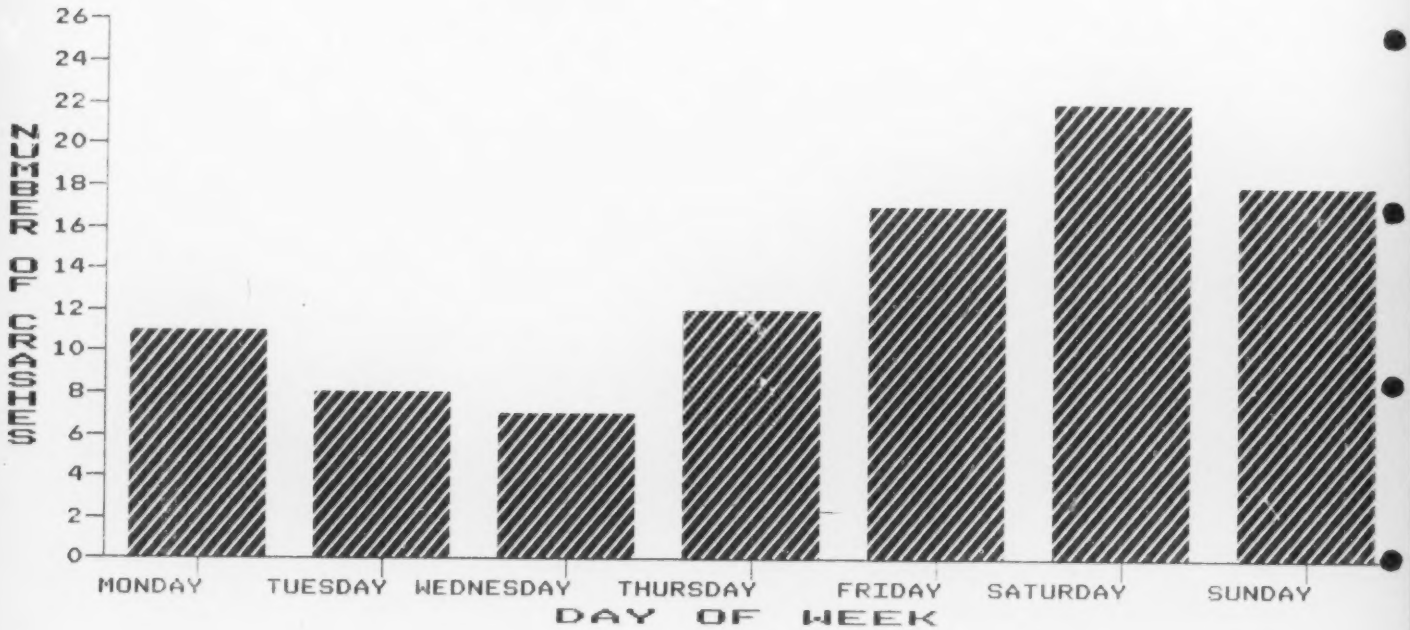
	1983	1984	1985
TOTAL FATAL CRASHES	253	274	270
TOTAL FATALITIES	283	315	303
TOTAL ALCOHOL FATAL CRASHES	94	113	95
TOTAL ALCOHOL RELATED FATALITIES	101	129	110
% ALCOHOL RELATED COMPARED TO TOTAL	35.7	41.0	36.3
TOTAL PEOPLE KILLED	101	129	110
TOTAL DRIVERS KILLED	58	78	60
TOTAL PASSENGERS KILLED	21	28	28
TOTAL PEDESTRIANS KILLED	22	19	22
TOTAL BICYCLISTS KILLED	0	1	0

ACCIDENT SUMMARY
ALCOHOL RELATED ACCIDENTS BY MONTH

	TOTAL	PERCENT
JANUARY	10	10.5
FEBRUARY	6	6.3
MARCH	6	6.3
APRIL	10	10.5
MAY	10	10.5
JUNE	7	7.4
JULY	5	5.3
AUGUST	11	11.6
SEPTEMBER	5	5.3
OCTOBER	8	8.4
NOVEMBER	11	11.6
DECEMBER	6	6.3

IN 1985 ALCOHOL RELATED FATAL CRASHES 11.6% OCCURRED IN AUGUST AND IN NOVEMBER.

ALCOHOL ACCIDENTS BY TIME AND DAY 1984



DAY OF WEEK

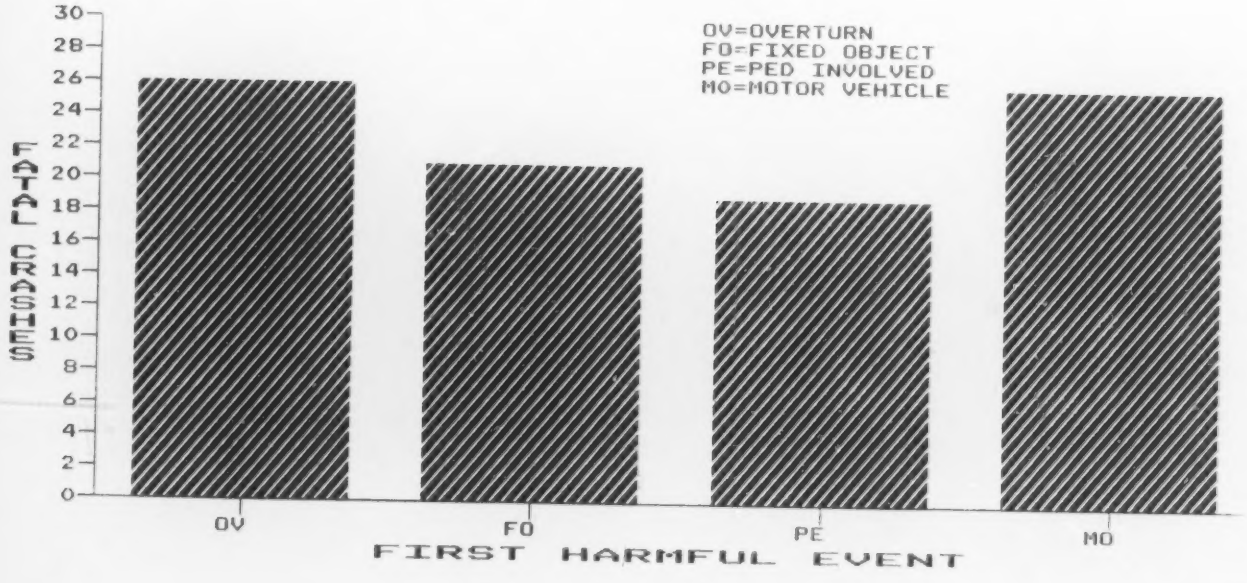
	TOTAL	PERCENT
MONDAY	11	11.6
TUESDAY	8	8.4
WEDNESDAY	7	7.4
THURSDAY	12	12.6
FRIDAY	17	17.9
SATURDAY	22	23.2
SUNDAY	18	18.9

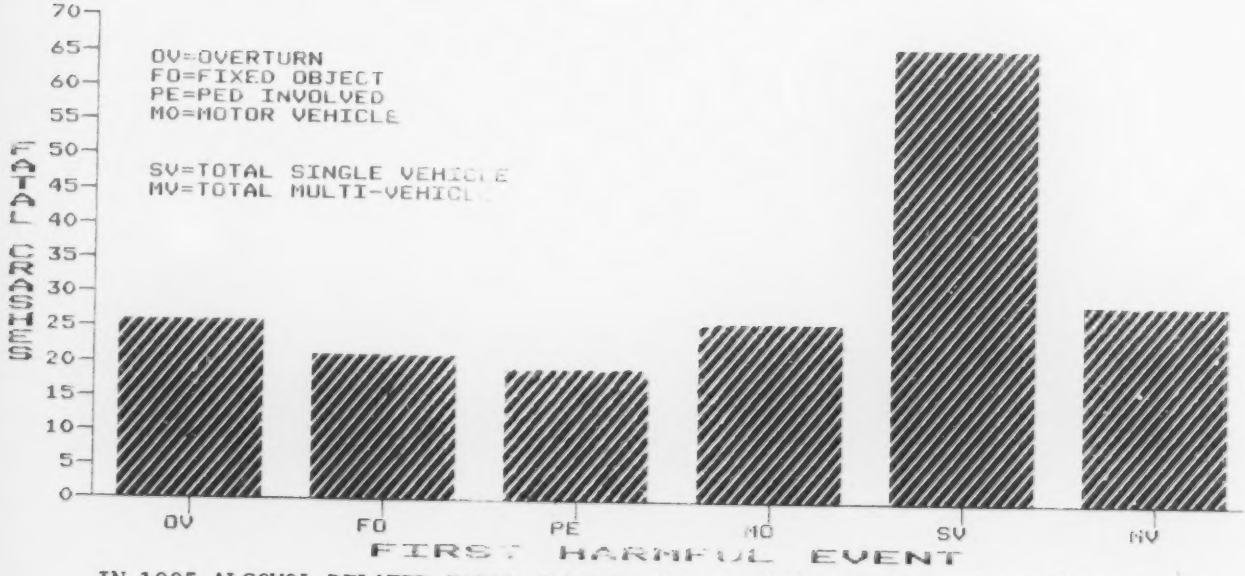
TIME OF DAY

	TOTAL	PERCENT
MIDNIGHT-3:59AM	28	29.5
4:00AM-7:59AM	4	4.2
8:00AM-11:59AM	4	4.2
NOON-3:59PM	7	7.4
4:00PM-7:59PM	19	20.0
8:00PM-11:59PM	33	34.7

IN 1985 ALCOHOL RELATED FATAL CRASHES 64.2% OCCURRED BETWEEN 8P.M. AND 4A.M. AND 23.2 OCCURRED ON SATURDAY.

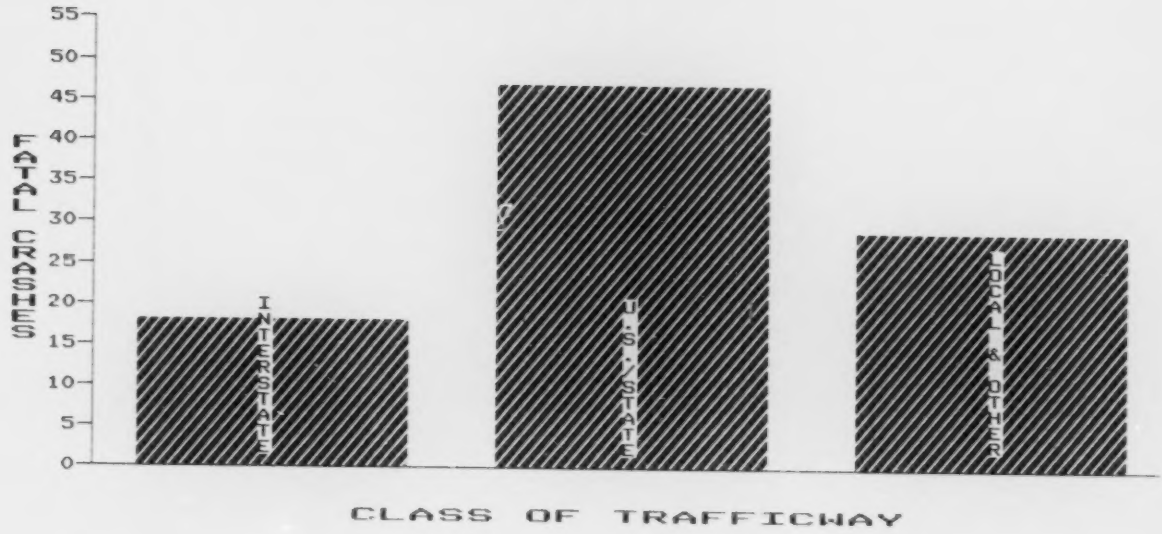
1985 ALCOHOL RELATED FATAL CRASHES
FIRST HARMFUL EVENT

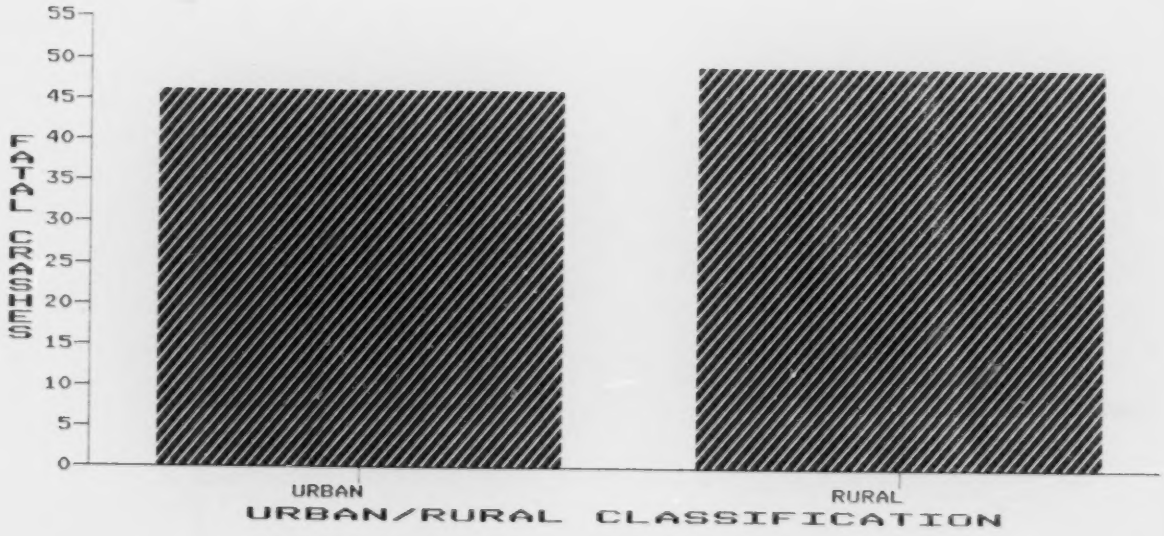




IN 1985 ALCOHOL RELATED FATAL CRASHES, 30.5% (29) INVOLVED A COLLISION WITH ANOTHER VEHICLE AND 69.5% (66) INVOLVED ONLY ONE VEHICLE

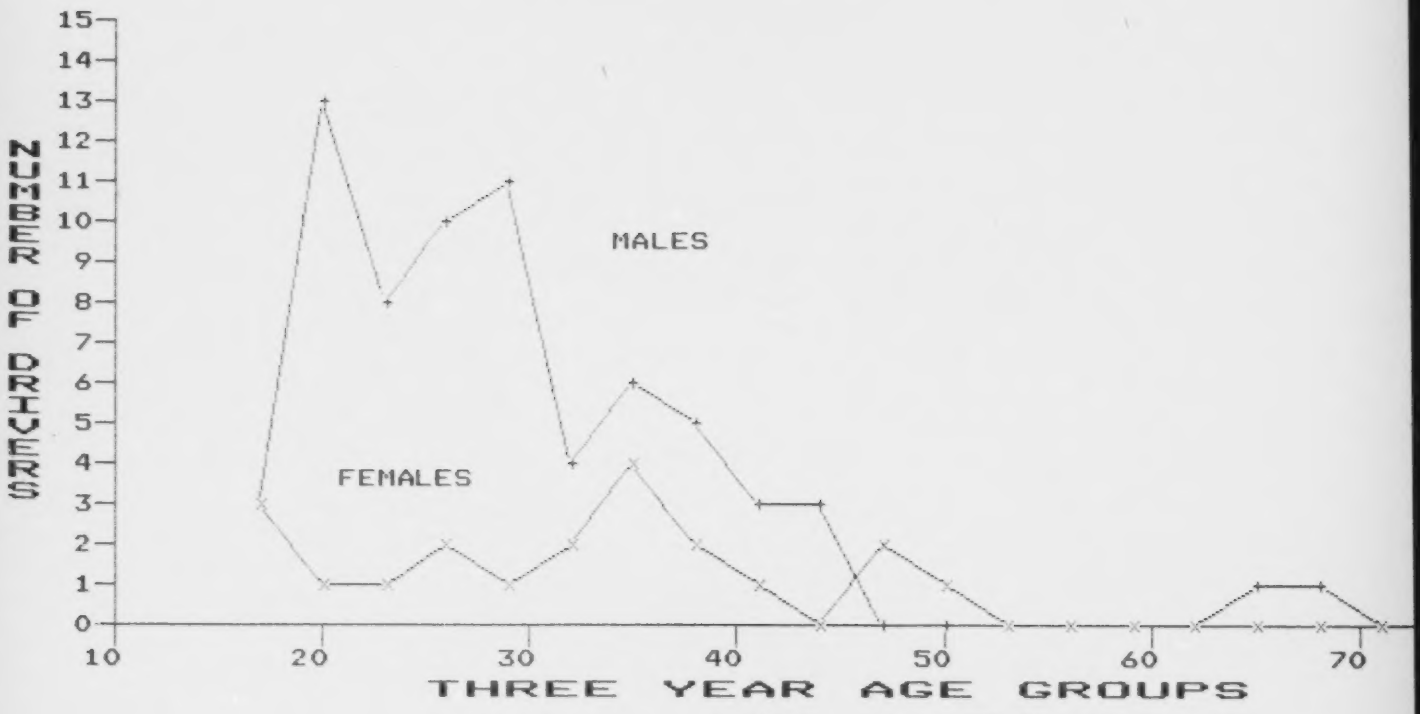
1985 ALCOHOL RELATED FATAL CRASHES BY CLASS OF TRAFFICWAY





IN 1985, 51.6% (49) ALCOHOL RELATED FATAL CRASHES OCCURRED IN RURAL AREAS AND 30.5% (29) WERE ON LOCAL ROADS

DRIVERS WHO CONTRIBUTED IN ALCOHOL RELATED FATAL CRASHES
AGE AND SEX 1985



	MALE	FEMALE
15 - 17	3	3
18 - 20	13	1
21 - 23	8	1
24 - 26	10	2
27 - 29	11	1
30 - 32	4	2
33 - 35	6	4
36 - 38	5	2
39 - 41	3	1
42 - 44	3	0
45 - 47	0	2
48 - 65	1	1
OVER 65	1	0
TOTAL	68	20

IN 1985 ALCOHOL RELATED FATAL CRASHES, 16.8% OF THE DRIVERS WERE UNDER 21 YEARS OLD AND MALE.

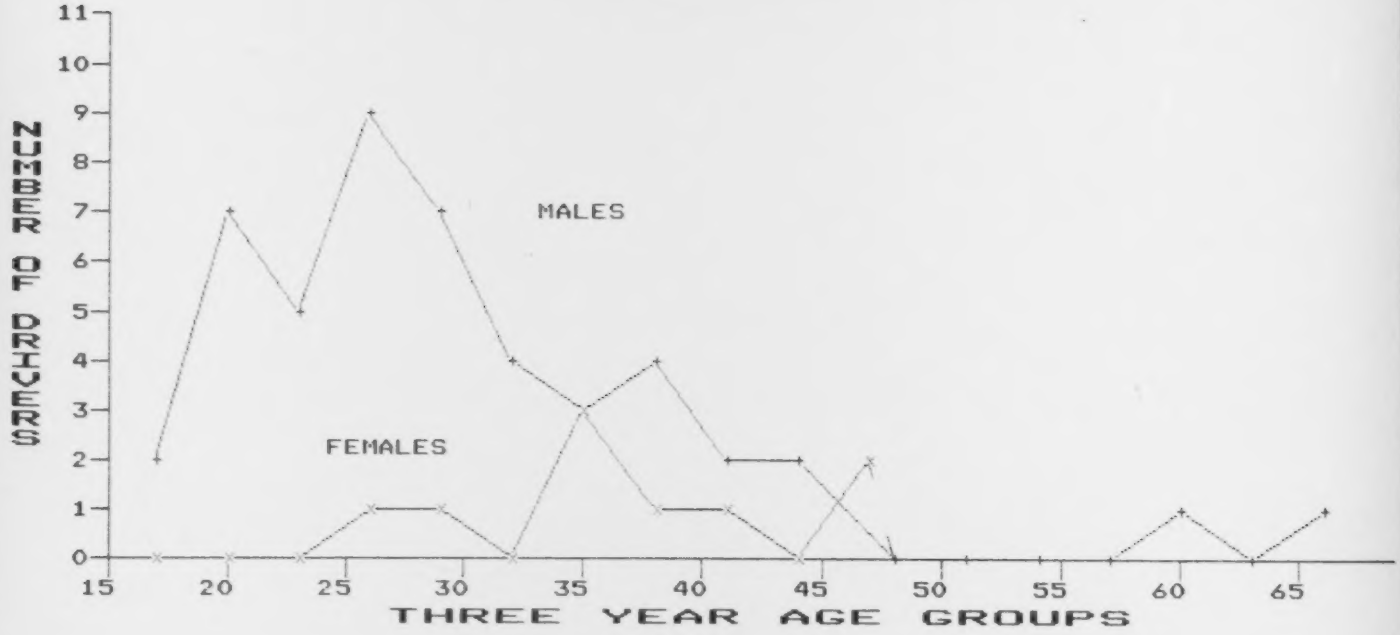
DRINKING DRIVERS IN ALCOHOL RELATED FATAL CRASHES
BLOOD ALCOHOL CONTENT

AVERAGE B.A.C. .16

B.A.C.	TOTAL	B.A.C.	TOTAL
.00	2	.18	6
.01	2	.19	3
.02	2	.20	2
.03	1	.21	7
.04	1	.22	4
.05	1	.23	5
.06	4	.24	2
.07	2	.25	2
.08	3	.26	3
.09	2	.27	1
.10	3	.29	3
.11	2	.31	1
.12	5	.34	1
.13	3	.41	1
.14	1	RESULTS UNKNOWN	3
.15	3	UNKNOWN	1
.16	4		
.17	2		

73.7% OF THE DRIVERS WHO CONTRIBUTED BY DRINKING IN ALCOHOL RELATED FATAL CRASHES HAD A BLOOD ALCOHOL CONTENT OF .08 OR GREATER.

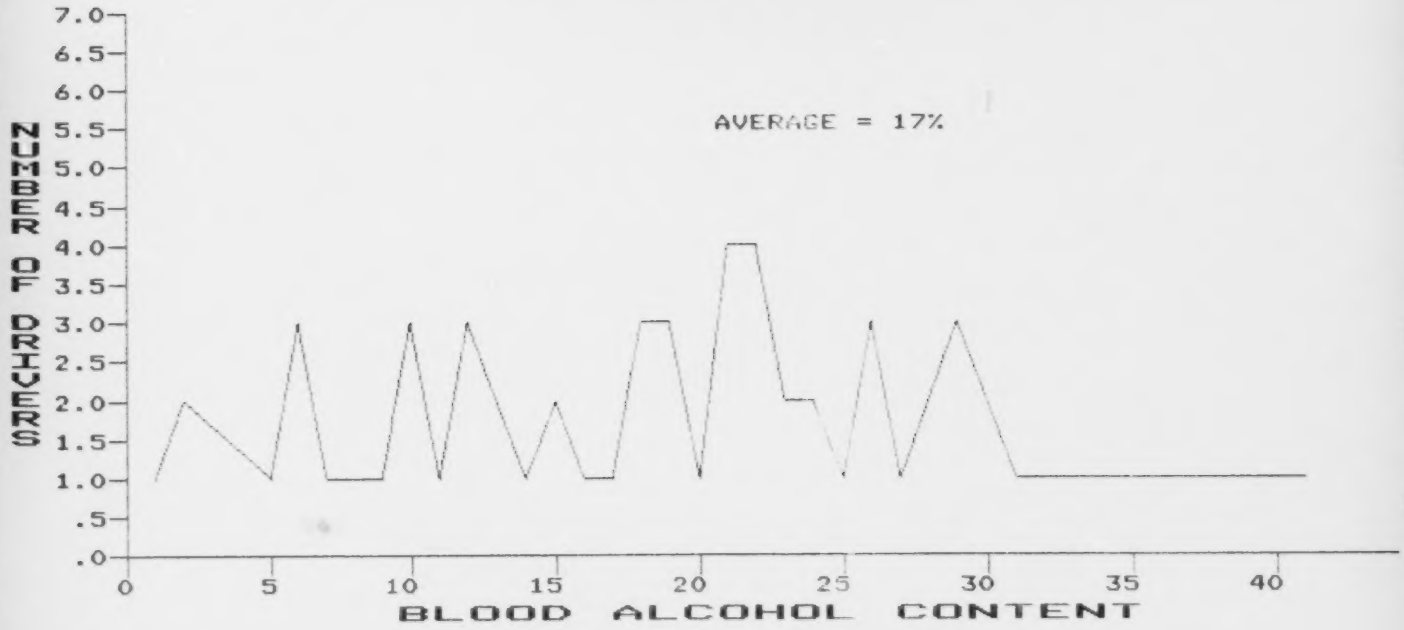
DRIVERS KILLED WHO CONTRIBUTED IN ALCOHOL RELATED ACCIDENTS
AGE AND SEX



	MALE	FEMALE
15 - 17	2	0
18 - 20	7	0
21 - 23	5	0
24 - 26	9	1
27 - 29	7	1
30 - 32	4	0
33 - 35	3	3
36 - 38	4	1
39 - 41	2	1
42 - 44	2	0
45 - 47	0	2
48 - 65	1	0
OVER 65	0	0
TOTAL	46	9

6.4% OF THE DRIVERS KILLED IN ALCOHOL RELATED FATAL CRASHES WERE UNDER 21 EARS OLD AND MALE.

DRIVERS KILLED WHO CONTRIBUTED IN ALCOHOL RELATED ACCIDENTS
BLOOD ALCOHOL CONTENT



B.A.C	TOTAL	B.A.C.	TOTAL
.01	1	.17	1
.02	2	.18	3
.05	1	.19	3
.06	3	.20	1
.07	1	.21	4
.09	1	.22	4
.10	3	.23	2
.11	1	.24	2
.12	3	.25	1
.13	2	.27	1
.14	1	.29	3
.15	2	.31	1
.16	1	.41	1
		RESULTS UNKNOWN	5
		UNKNOWN	1

86.0% (111) OF THE DRIVERS INVOLVED IN ALCOHOL RELATED ACCIDENTS WERE UTAH DRIVERS. 10.9% (14) WERE SUSPENDED OR REVOKED AT THE TIME OF THE ACCIDENT. 20.2% (26) HAD PREVIOUS SUSPENSIONS ON THEIR DRIVING RECORD AND 14.7% (19) HAD PREVIOUS DUI'S.

1985 ALCOHOL RELATED FATAL ACCIDENTS BY COUNTY

	ACCIDENTS	FATALITIES
BEAVER	0	0
BOX ELDER	1	1
CACHE	2	2
CARBON	3	3
DAGGETT	1	1
DAVIS	6	6
DUCHESNE	3	3
EMERY	1	1
GARFIELD	0	0
GRAND	3	5
IRON	1	1
JUAB	0	0
KANE	0	0
MILLARD	3	4
MORGAN	1	1
PIUTE	0	0
RICH	0	0
SALT LAKE	37	40
SAN JUAN	4	6
SANPETE	1	1
SEVIER	2	2
SUMMIT	2	2
TOOELE	4	8
UINTAH	5	5
UTAH	4	6
WASATCH	4	5
WASHINGTON	2	2
WAYNE	0	0
WEBER	5	5

IN 1985, 55.8% OF ALL ALCOHOL RELATED FATAL CRASHES OCCURRED IN FOUR COUNTIES: SALT LAKE, WEBER, UTAH AND DUCHESNE.

ALCOHOL RELATED FATAL ACCIDENTS
BY CITY

	ACCIDENTS	FATALITIES
DELTA	2	2
FT. DUCHESNE	1	1
FRANCIS	1	1
GUSHER	1	3
KAYSVILLE	2	2
LAYTON	1	1
LOGAN	1	1
MAGNA	1	1
MANILA	1	1
MURRAY	5	6
NO SALT LAKE	1	1
OGDEN	2	2
PLAIN CITY	1	1
PLEASANT VIEW	1	1
PROVO	1	1
ST. GEORGE	1	1
SALT LAKE CITY	17	19
SOLDIER SUMMIT	1	1
SO. SALT LAKE	3	3
SPRINGVILLE	1	1
WASHINGTON	1	1
WELLINGTON	1	1
WEST VALLEY	6	6
WOODS CROSS	1	1

OCCUPANT RESTRAINT USE

A LAW REQUIRING PARENTS AND GUARDIANS TO PUT THEIR INFANTS AND TODDLERS UNDER AGE FIVE IN APPROPRIATE RESTRAINTS WENT IN TO EFFECT JULY 1, 1984.

AS OF MAY 1986 A NEW OCCUPANT RESTRAINT LAW GOES IN TO EFFECT. IT REQUIRES ALL FRONT SEAT OCCUPANTS TO BE USING SAFETY BELTS. VEHICLES NOT REQUIRED TO BE EQUIPPED WITH BELTS BY FEDERAL STANDARD ARE EXEMPT. PEOPLE WITH MEDICAL PROBLEMS WHICH WOULD BE AGGRAVATED BY THE USE OF SEAT BELTS DO NOT HAVE TO USE THEM IF THEY HAVE WRITTEN NOTIFICATION FROM A PHYSICIAN. ANYONE IN VIOLATION CAN BE FINED $10.00. ENFORCEMENT IS TO BE SECONDARY, THAT IS ONLY AFTER BEING STOPPED FOR ANOTHER OFFENSE. IT IS HOPED THAT WITH CONTINUED EDUCATIONAL EFFORTS AND GOOD LAW ENFORCEMENT THERE WILL BE BETWEEN 30 AND 40 LIVES SAVED DURING THE FIRST YEAR OF THE LAW.

IN 1985 THERE WERE 727 DRIVERS AND PASSENGERS INVOLVED IN FATAL CRASHES. OF THIS GROUP 657 WERE NOT WEARING SEAT BELTS AND 67 WERE WEARING SOME TYPE OF RESTRAINT. 240 DRIVERS AND PASSENGERS WERE KILLED. 17 WERE WEARING SOME KIND OF RESTRAINT. OF THIS GROUP 5 WERE CHILDREN AGES 0 - 4 AND NONE WERE IN A CHILD RESTRAINT.